



Southern New Hampshire Planning Commission

438 Dubuque Street, Manchester, NH 03102-3546, Telephone (603) 669-4664 Fax (603) 669-4350
www.snhpc.org

July 29, 2019

Victoria Sheehan, Commissioner
New Hampshire Department of Transportation
John O. Morton Building
7 Hazen Drive
Concord, NH 03302-0483

RE: Amendment #1 to the SNHPC FY 2019 – FY 2022 Transportation Improvement Program and Metropolitan Transportation Plan

Dear Commissioner Sheehan,

The purpose of this letter is to inform you that the Southern New Hampshire Planning Commission (SNHPC) MPO has approved Amendment #1 to the SNHPC FY 2019-FY 2022 Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (Plan). Amendment #1 was approved following a public hearing at the July 23, 2019 SNHPC MPO meeting, and a copy of the resolution of approval is included with this correspondence for your records.

Please note that the SNHPC, in consultation with the NH Department of Transportation (NHDOT), NH Department of Environmental Services (NHDES), U.S. Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the other NH MPOs, has confirmed that the changes made by Amendment #1 do not trigger conformity for the City of Manchester Carbon Monoxide Maintenance Area.

If you have any questions about this correspondence, please do not hesitate to call me at (603) 669-4664 or e-mail me at svonaulock@snhpc.org.

Sincerely,

SOUTHERN NEW HAMPSHIRE
PLANNING COMMISSION

Sylvia von Aulock
Executive Director

Cc: William Watson, NHDOT
William Rose, NHDOT
Linda Dusenberry, NHDOT
Leigh Levine, FHWA NH Division
Leah Sirmin, FTA Region 1
Nathan Miller, SNHPC
Carl Eppich, SNHPC

RESOLUTION

ADOPTION OF AMENDMENT #1 TO THE FY 2019 – FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM AND METROPOLITAN TRANSPORTATION PLAN FOR THE SOUTHERN NEW HAMPSHIRE PLANNING COMMISSION

WHEREAS, the New Hampshire Department of Transportation (NHDOT) has requested that certain changes be made to the Southern New Hampshire Planning Commission (SNHPC) FY 2019-2022 Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (Plan);

WHEREAS, such changes will involve, a) advance/delay in project phases, b) funding breakdown in multiple years, c) change in project cost, and d) addition of new phasing to projects;

WHEREAS, the SNHPC, in consultation with the NHDOT, NH Department of Environmental Services (NHDES), United States Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the other NH Metropolitan Planning Organizations (MPO), has confirmed that the changes made by Amendment #1 do not trigger conformity requirements for the City of Manchester Carbon Monoxide Maintenance Area;

WHEREAS, with the above-referenced changes to the TIP and Plan, the TIP and Plan will remain fiscally-constrained; and

WHEREAS, the SNHPC MPO has involved the public and interested stakeholders in an open and transparent process to review Amendment #1 as guided by the MPO's Public Participation Plan, including a public comment period and a duly noticed public hearing; and

NOW THEREFORE, BE IT RESOLVED THAT:

1. The Southern New Hampshire Planning Commission, in its capacity as the Metropolitan Planning Organization (MPO), approves Amendment #1 to the FY 2019 – FY 2022 Transportation Improvement Program and Metropolitan Transportation Plan.
2. Sylvia von Aulock, Executive Director of the SNHPC MPO, forwards this Resolution to the NHDOT for its action.


The undersigned duly qualified Chair of the Southern New Hampshire Planning Commission hereby certifies that the foregoing is a true and correct copy of the Resolution, adopted at a legally convened meeting of the Southern New Hampshire Planning Commission, acting in its capacity as the Metropolitan Planning Organization, held on July 23, 2019 in the offices of the Commission located at 438 Dubuque Street, Manchester, New Hampshire.

23 July 2019
Dated


Fred McGarry, Chair
Southern NH Planning Commission

Attest:

7/23/19
Dated


Sylvia von Aulock, Executive Director
Southern NH Planning Commission

SNHPC FY 2019-2022 TIP Amendment #1 Project Changes
Adopted July 23, 2019

Approved						
DEERFIELD (24477)						
Route/Road/Entity: NH 107			Total Project Cost:		\$1,271,990	
Scope: NH 107 over Freese's Pond - Replace Bridge Number 137/116.						
Phase	Year	Federal	State	Other	Total	Funding
ROW	2021	\$56,403	\$0	\$0	\$56,403	STP-Under 5K, Toll Credit
Construction	2022		\$0	\$1,051,650	\$0	\$1,051,650
		\$56,403	\$1,051,650	\$0	\$1,108,053	SB367-4-Cents
Regionally Significant:		No	CAA Code:		ATT	
Managed By:		NHDOT				
Proposed						
DEERFIELD (24477)						
Route/Road/Entity: NH 107			Total Project Cost:		\$1,371,990	
Scope: No Change						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$0	\$100,000	\$0	\$100,000	SB367-4-Cents
ROW	2021	\$56,403	\$0	\$0	\$56,403	STP-Under 5K, Toll Credit
Construction	2022	\$0	\$1,051,650	\$0	\$1,051,650	SB367-4-Cents
		\$56,403	\$1,151,650	\$0	\$1,208,053	
Regionally Significant:		No	CAA Code:		ATT	
Managed By:		NHDOT				

Approved						
DERRY - LONDONDERRY (13065)						
Route/Road/Entity: I-93			Total Project Cost:		\$53,628,652	
Scope: I-93 Exit 4A - Engineering, ROW, and Const. of New Interchange and Connecting Roadway						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$0	\$0	\$1,547,735	\$1,547,735	Non Participating
ROW	2019	\$3,410,000	\$0	\$0	\$3,410,000	STP-Areas Over 200K, Toll Credit
ROW	2020	\$4,826,532	\$0	\$0	\$4,826,532	STP-Areas Over 200K, Toll Credit
ROW	2021	\$2,106,964	\$0	\$0	\$2,106,964	STP-Areas Over 200K, Toll Credit
Construction	2019	\$2,200,000	\$0	\$2,136,595	\$4,336,595	Non Participating, STP-State Flexible, Toll Credit
Construction	2020	\$5,687,735	\$0	\$0	\$5,687,735	STP-State Flexible, Toll Credit
Construction	2021	\$10,198,710	\$0	\$0	\$10,198,710	STP-State Flexible, Toll Credit
Construction	2022	\$15,201,710	\$0	\$0	\$15,201,710	STP-State Flexible, Toll Credit
		\$43,631,651	\$0	\$3,684,330	\$47,315,981	
Regionally Significant:		Yes	CAA Code:		N/E	
Managed By:		NHDOT				

Proposed						
DERRY - LONDONDERRY (13065)						
Route/Road/Entity: I-93			Total Project Cost:		\$70,558,027	
Scope: No change						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$0	\$0	\$1,040,885	\$1,040,885	Non Participating
ROW	2019	\$3,410,000	\$0	\$0	\$3,410,000	National Highway System, Toll Credit
ROW	2020	\$4,706,516	\$0	\$0	\$4,706,516	National Highway System, Toll Credit
ROW	2021	\$5,977,367	\$0	\$0	\$5,977,367	National Highway System, Toll Credit
Construction	2019	\$2,200,000	\$0	\$2,646,445	\$4,846,445	National Highway System, Non Par Other, Toll Credit
Construction	2020	\$5,546,304	\$0	\$0	\$5,546,304	National Highway System, Toll Credit
Construction	2021	\$20,584,538	\$0	\$3,309,596	\$23,894,134	National Highway System, Non Par Other, Toll Credit
Construction	2022	\$14,823,706	\$0	\$0	\$14,823,706	National Highway System, Toll Credit
		\$57,248,431	\$0	\$6,996,926	\$64,245,357	
Regionally Significant:		Yes	CAA Code:		N/E	
Managed By:		NHDOT				

New Project						
MANCHESTER (41414)						
Route/Road/Entity: Huse Rd.			Total Project Cost: \$3,299,993			
Scope: Rehab Red List bridge carrying Huse Road over I-293 and NH Route 101 (176/106)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$55,000	\$0	\$0	\$55,000	STP-5 to 200K, Toll Credit
PE	2020	\$110,000	\$0	\$0	\$110,000	STP-5 to 200K, Toll Credit
PE	2021	\$169,208	\$0	\$0	\$169,208	STP-5 to 200K, Toll Credit
		\$334,208	\$0	\$0	\$334,208	
Regionally Significant:		No	CAA Code:		E-19	
Managed By:		NHDOT				

Approved						
PROGRAM (ADA)						
Route/Road/Entity: Various		Total Project Cost:		\$3,103,093		
Scope: Upgrades to sidewalks, curb ramps, and signals to be compliant with ADA laws.						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2019	\$200,000	\$0	\$0	\$200,000	STP-Safety, Toll Credit
Construction	2020	\$200,000	\$0	\$0	\$200,000	STP-Safety, Toll Credit
Construction	2021	\$205,100	\$0	\$0	\$205,100	STP-Safety, Toll Credit
Construction	2022	\$210,330	\$0	\$0	\$210,330	STP-Safety, Toll Credit
		\$815,430	\$0	\$0	\$815,430	
Regionally Significant:		No	CAA Code:		E-33	
Managed By:		NHDOT				

Proposed						
PROGRAM (ADA)						
Route/Road/Entity: Various			Total Project Cost:		\$2,820,000	
Scope: No change						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$70,000	\$0	\$0	\$70,000	STP-State Flexible, Toll Credit
ROW	2021	\$10,000	\$0	\$0	\$10,000	STP-State Flexible, Toll Credit
Construction	2019	\$200,000	\$0	\$0	\$200,000	STP-Safety, Toll Credit
Construction	2020	\$120,000	\$0	\$0	\$120,000	STP-Safety, Toll Credit
Construction	2022	\$340,000	\$0	\$0	\$340,000	STP-Safety, Toll Credit
		\$740,000	\$0	\$0	\$740,000	
Regionally Significant:		No	CAA Code:		E-33	
Managed By:		NHDOT				

Approved						
PROGRAM (BRDG-HIB-M&P)						
Route/Road/Entity: Various		Total Project Cost: \$34,640,000				
Scope: Maintenance and preservation efforts for High Investment Bridges						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$800,000	\$0	\$0	\$800,000	STP-State Flexible, Toll Credit
PE	2020	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
PE	2021	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
PE	2022	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
ROW	2019	\$20,000	\$0	\$0	\$20,000	STP-State Flexible, Toll Credit
ROW	2020	\$20,000	\$0	\$0	\$20,000	STP-State Flexible, Toll Credit
ROW	2021	\$20,000	\$0	\$0	\$20,000	STP-State Flexible, Toll Credit
ROW	2022	\$20,000	\$0	\$0	\$20,000	STP-State Flexible, Toll Credit
Construction	2019	\$300,000	\$0	\$0	\$300,000	STP-State Flexible, Toll Credit
Construction	2020	\$1,004,640	\$0	\$0	\$1,004,640	STP-State Flexible, Toll Credit
Construction	2021	\$2,800,000	\$0	\$0	\$2,800,000	STP-State Flexible, Toll Credit
Construction	2022	\$2,800,000	\$0	\$0	\$2,800,000	STP-State Flexible, Toll Credit
		\$8,084,640	\$0	\$0	\$8,084,640	
Regionally Significant:		No	CAA Code:		ALL	
Managed By:		NHDOT				

Proposed						
PROGRAM (BRDG-HIB-M&P)						
Route/Road/Entity: Various			Total Project Cost:		\$45,475,360	
Scope: No change						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$800,000	\$0	\$0	\$800,000	STP-State Flexible, Toll Credit
PE	2020	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
PE	2021	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
PE	2022	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
ROW	2019	\$20,000	\$0	\$0	\$20,000	STP-State Flexible, Toll Credit
ROW	2020	\$20,000	\$0	\$0	\$20,000	STP-State Flexible, Toll Credit
ROW	2021	\$20,000	\$0	\$0	\$20,000	STP-State Flexible, Toll Credit
ROW	2022	\$20,000	\$0	\$0	\$20,000	STP-State Flexible, Toll Credit
Construction	2019	\$2,100,000	\$0	\$0	\$2,100,000	STP-State Flexible, Toll Credit
Construction	2020	\$2,800,000	\$0	\$0	\$2,800,000	STP-State Flexible, Toll Credit
Construction	2021	\$2,800,000	\$0	\$0	\$2,800,000	STP-State Flexible, Toll Credit
Construction	2022	\$2,800,000	\$0	\$0	\$2,800,000	STP-State Flexible, Toll Credit
		\$11,680,000	\$0	\$0	\$11,680,000	
Regionally Significant:		No	CAA Code:		ALL	
Managed By:		NHDOT				

Approved						
PROGRAM (ENV-POST-CON)						
Route/Road/Entity: Statewide			Total Project Cost:		\$638,400	
Scope: Environmental commitments for post-construction obligations.						
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$43,000	\$0	\$0	\$43,000	STP-State Flexible, Toll Credit
Other	2020	\$36,300	\$0	\$0	\$36,300	STP-State Flexible, Toll Credit
Other	2021	\$36,300	\$0	\$0	\$36,300	STP-State Flexible, Toll Credit
Other	2022	\$36,300	\$0	\$0	\$36,300	STP-State Flexible, Toll Credit
		\$151,900	\$0	\$0	\$151,900	
Regionally Significant:		No	CAA Code:		ALL	
Managed By:		NHDOT				

Proposed						
PROGRAM (ENV-POST-CON)						
Route/Road/Entity: Statewide			Total Project Cost:		\$1,639,100	
Scope: No Change						
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$43,000	\$0	\$0	\$43,000	STP-State Flexible, Toll Credit
Other	2020	\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit
Other	2021	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
Other	2022	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
		\$443,000	\$0	\$0	\$443,000	
Regionally Significant:		No	CAA Code:		ALL	
Managed By:		NHDOT				

New Project							
PROGRAM (NTSI)							
Route/Road/Entity: National Summer Trans. Inst.		Total Project Cost:		\$655,000			
Scope: Programmatic project as a Cooperative Project Agreement (CPA) with the University of NH							
Phase	Year	Federal	State	Other	Total	Funding	
Other	2019	\$50,000		\$0	\$0	\$50,000	NSTI National Summer Transportation Insitute
Other	2020	\$45,000		\$0	\$0	\$45,000	NSTI National Summer Transportation Insitute
Other	2021	\$20,000		\$0	\$0	\$20,000	NSTI National Summer Transportation Insitute
Other	2022	\$20,000		\$0	\$0	\$20,000	NSTI National Summer Transportation Insitute
		\$135,000		\$0	\$0	\$135,000	
Regionally Significant:		No	CAA Code:		E-o		
Managed By:		Other					

Approved						
SALEM TO MANCHESTER (14633H)						
Route/Road/Entity: I-93		Total Project Cost:		\$49,107,877		
Scope: I-93 NB & SB mainline reconstruction, Exit 5 to I-293 split (Londonderry & Manchester)						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2019	\$426,990	\$0	\$0	\$426,990	National Highway System, Toll Credit
		\$426,990	\$0	\$0	\$426,990	
Regionally Significant:		Yes	CAA Code:		N/E	
Managed By:		NHDOT				
Proposed						
SALEM TO MANCHESTER (14633H)						
Route/Road/Entity: I-93		Total Project Cost:		\$50,207,877		
Scope: No change						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2019	\$1,526,990	\$0	\$0	\$1,526,990	National Highway System, Toll Credit
		\$1,526,990	\$0	\$0	\$1,526,990	
Regionally Significant:		Yes	CAA Code:		N/E	
Managed By:		NHDOT				

Approved						
STATEWIDE (42248)						
Route/Road/Entity: Various			Total Project Cost: \$500,000			
Scope: Surface Transportation System Funding Alternatives Grant-Phase 1 Study. (Illustrative)						
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$0	\$500,000	\$0	\$500,000	NHDOT Operating Budget
		\$0	\$500,000	\$0	\$500,000	
Regionally Significant:		Yes	CAA Code:		ALL	
Managed By:		NHDOT				
Proposed						
STATEWIDE (42248)						
Route/Road/Entity: Various			Total Project Cost: \$500,000			
Scope: Surface Transportation System Funding Alternatives Grant-Phase 1 Study.						
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$500,000	\$0	\$0	\$500,000	Other Fed, STP-State Flexible, Toll
		\$500,000	\$0	\$0	\$500,000	
Regionally Significant:		Yes	CAA Code:		ALL	
Managed By:		NHDOT				

New Project						
STATEWIDE (40915)						
Route/Road/Entity: Tier 1 Roadways			Total Project Cost: \$946,101			
Scope: Exit sign renumbering along Tier 1 highways to comply with the MUTCD.						
Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$115,682	\$0	\$0	\$115,682	STP-State Flexible, Toll Credit
		\$115,682	\$0	\$0	\$115,682	
Regionally Significant:		No	CAA Code:		ATT	
Managed By:		NHDOT				

Amendment 1 Financial Constraint

	2019					2020				
	Available	Available	Available	Available	Inflated	Available	Available	Available	Available	Inflated
FHWA (Federal-Aid)										
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 244,399	\$ -	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation and Air Quality Program	\$ 15,580,728	\$ -	\$ 462,831	\$ 16,043,559	\$ 8,667,277	\$ 15,953,107	\$ 421,351	\$ 1,771,594	\$ 18,146,052	\$ 10,687,843
Highway Safety Improvement Program (HSIP)	\$ 13,513,852	\$ -	\$ 137,349	\$ 13,651,201	\$ 11,085,640	\$ 13,836,833	\$ -	\$ -	\$ 13,836,833	\$ 9,909,081
National Highway System & Freight	\$ 73,481,357	\$ -	\$ 60,200	\$ 73,541,557	\$ 61,882,400	\$ 75,237,561	\$ -	\$ -	\$ 75,237,561	\$ 54,901,764
OP Mot Veh/Intox	\$ 335,129	\$ -	\$ -	\$ 335,129	\$ -	\$ 343,139	\$ -	\$ -	\$ 343,139	\$ -
Research Devt and Tec	\$ 1,382,094	\$ -	\$ -	\$ 1,382,094	\$ -	\$ 1,415,126	\$ -	\$ -	\$ 1,415,126	\$ -
Recreational Trails	\$ 3,584,031	\$ -	\$ 312,500	\$ 3,896,531	\$ 1,562,500	\$ 3,669,689	\$ -	\$ 312,500	\$ 3,982,189	\$ 1,562,500
Redistribution	\$ 1,597,248	\$ -	\$ -	\$ 1,597,248	\$ -	\$ 1,635,422	\$ -	\$ -	\$ 1,635,422	\$ -
RL - Rail Highway	\$ 5,070,692	\$ -	\$ -	\$ 5,070,692	\$ 1,194,646	\$ 5,191,881	\$ -	\$ -	\$ 5,191,881	\$ 1,185,000
Safe Routes to School	\$ 588,392	\$ -	\$ -	\$ 588,392	\$ 793,633	\$ 602,454	\$ -	\$ -	\$ 602,454	\$ 2,000
STP-5 to 200K	\$ 8,205,751	\$ -	\$ 174,000.00	\$ 8,379,751	\$ 6,079,392	\$ 8,401,868	\$ -	\$ 32,713.56	\$ 8,434,582	\$ 14,212,395
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Over 200K	\$ 5,998,986	\$ -	\$ 530,000	\$ 6,528,986	\$ 2,258,690	\$ 6,142,362	\$ -	\$ 500,000.00	\$ 6,642,362	\$ 8,578,891
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000
STP-Enhancement	\$ 212,612	\$ -	\$ 36,089	\$ 248,701	\$ 180,447	\$ 217,693	\$ -	\$ -	\$ 217,693	\$ -
STP-Non Urban Areas Under 5K	\$ 10,268,477	\$ -	\$ 15,000	\$ 10,283,477	\$ 10,321,670	\$ 10,513,894	\$ -	\$ 19,724	\$ 10,533,618	\$ 8,600,040
STP-Off System Bridge	\$ 10,501,549	\$ -	\$ -	\$ 10,501,549	\$ 440,000	\$ 10,752,536	\$ -	\$ -	\$ 10,752,536	\$ 920,604
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ 62,543	\$ -	\$ -	\$ 62,543	\$ 200,000	\$ 64,038	\$ -	\$ -	\$ 64,038	\$ 120,000
STP-State Flexible	\$ 52,930,628	\$ -	\$ 1,566,068	\$ 54,496,696	\$ 74,163,913	\$ 54,195,670	\$ -	\$ 2,457,013	\$ 56,652,683	\$ 79,990,016
TAP - Transportation Alternatives	\$ 6,628,627	\$ -	\$ 846,627	\$ 7,475,254	\$ 4,233,134	\$ 6,787,051	\$ -	\$ 792,148.40	\$ 7,579,200	\$ 3,960,742
GRAND TOTAL	\$ 209,942,694	\$ -	\$ 4,140,664	\$ 214,083,359	\$ 183,402,740	\$ 214,960,325	\$ 421,351	\$ 5,885,693	\$ 221,267,369	\$ 194,725,874

ADJUSTMENTS										
NHPP Exempt	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -	\$ 2,572,343	\$ -	\$ -	\$ 2,572,343	\$ -
Highway Infra Bridge Replace	\$ 4,420,000	\$ -	\$ -	\$ 4,420,000	\$ -	\$ 5,170,000	\$ -	\$ -	\$ 5,170,000	\$ -
Recovered Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Resource Adjustment****(Total Resource- FAST ACT)	\$ (35,364,512)	\$ -	\$ -	\$ (35,364,512)	\$ -	\$ (31,982,995)	\$ -	\$ -	\$ (31,982,995)	\$ -
ADJUSTED TOTAL	\$ 181,510,481	\$ -	\$ 4,140,664	\$ 185,651,146	\$ 183,402,740	\$ 190,719,673	\$ 421,351	\$ 5,885,693	\$ 197,026,717	\$ 194,725,874

FHWA (Other Funds)										
TIFIA	\$ -	\$ 13,728,870	\$ -	\$ 13,728,870	\$ 13,728,870	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Old App Codes (Q,H & L)	\$ 643,248	\$ -	\$ -	\$ 643,248	\$ -	\$ 643,248	\$ -	\$ -	\$ 643,248	\$ -
FAST Lane Grant	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ 1,220,580	\$ 244,116	\$ 61,029	\$ 1,525,725	\$ 1,525,725	\$ 1,971,200	\$ 52,800	\$ 61,029	\$ 2,085,029	\$ 2,085,029
NSTI National Summer Transportation Institute	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000
FHWA Earmarks	\$ 1,116,383.27	\$ 188,808	\$ 74,413	\$ 1,379,604	\$ 1,379,604	\$ 1,102,300	\$ 30,879	\$ 244,696	\$ 1,377,875	\$ 1,377,875
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ 619,600	\$ 25,000	\$ 129,900	\$ 774,500	\$ 774,500	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
GRAND TOTAL	\$ 8,769,811	\$ 14,186,794	\$ 265,342	\$ 23,221,948	\$ 22,578,700	\$ 3,986,748	\$ 108,679	\$ 305,725	\$ 4,401,152	\$ 3,757,904

ALL FHWA FUNDS TOTAL	\$ 190,280,293	\$ 14,186,794	\$ 4,406,006	\$ 208,873,093	\$ 205,981,440	\$ 194,706,421	\$ 530,030	\$ 6,191,418	\$ 201,427,869	\$ 198,483,778
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FTA (Federal-Aid with Match)***										
FTA5307	\$ 6,086,655	\$ -	\$ 194,800	\$ 6,281,455	\$ 521,246	\$ 6,208,388	\$ -	\$ -	\$ 6,208,388	\$ 257,794
FTA5307_NHDOT	\$ 2,822,625	\$ -	\$ 293,706	\$ 3,116,331	\$ 3,556,817	\$ 2,879,078	\$ -	\$ -	\$ 2,879,078	\$ 3,678,319
FTA5310 (includes future STP-Flex transfers)	\$ 1,828,400	\$ -	\$ -	\$ 1,828,400	\$ 668,532	\$ 1,848,970	\$ -	\$ 270,510	\$ 2,119,480	\$ 1,352,549
FTA5311	\$ 4,551,832	\$ -	\$ 4,421,634	\$ 8,973,466	\$ 8,843,270	\$ 4,642,869	\$ -	\$ 4,380,931	\$ 9,023,800	\$ 8,761,862
FTA5339	\$ 6,109,952	\$ 171,977	\$ 1,443,110	\$ 7,725,039	\$ 8,088,860	\$ 5,103,968	\$ 108,511	\$ 1,196,064	\$ 5,174,720	\$ 5,437,759
FTA Prior Year Carry Over	\$ 2,083,551	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GRAND TOTAL	\$ 23,483,015	\$ -	\$ 6,353,250	\$ 27,924,691	\$ 21,678,725	\$ 20,683,273	\$ 108,511	\$ 5,847,505	\$ 25,405,466	\$ 19,488,281

FHWA/FTA FUNDS TOTAL	\$ 213,763,308	\$ 14,186,794	\$ 10,759,256	\$ 236,797,784	\$ 227,660,165	\$ 215,389,694	\$ 638,541	\$ 12,038,923	\$ 226,833,335	\$ 217,972,060
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INNOVATED FINANCING										
GARVEE Bond Future Funds (Est)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,256,400	\$ -	\$ 21,256,400	\$ 21,256,400
TIGER Grants	\$ -	\$ 4,400,000	\$ -	\$ 4,400,000	\$ 4,400,000	\$ -	\$ 4,512,000	\$ -	\$ -	\$ -
State Fund Sources										
Turnpike Capital	\$ -	\$ 26,297,250	\$ -	\$ 26,297,250	\$ 26,297,250	\$ -	\$ 46,077,460	\$ -	\$ 46,077,460	\$ 46,077,460
Turnpike Program	\$ -	\$ 2,242	\$ -	\$ 2,242	\$ 2,242	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Replacement	\$ -	\$ 6,132,850	\$ -	\$ 6,132,850	\$ 6,132,850	\$ -	\$ 12,010,255	\$ -	\$ 12,010,255	\$ 12,010,255
GRAND TOTAL	\$ -	\$ 36,832,342	\$ -	\$ 36,832,342	\$ 36,832,342	\$ -	\$ 83,856,115	\$ -	\$ 79,344,115	\$ 79,344,115

ALL FUNDING SOURCES TOTAL	\$ 213,763,308	\$ 51,019,136	\$ 10,759,256	\$ 273,630,126	\$ 264,492,507	\$ 215,389,694	\$ 84,494,656	\$ 12,038,923	\$ 306,177,450	\$ 297,316,174
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* Federal Resources for FY 2019 based on Apportioned Funds from Status of Funds 5/13/2019.

FY 20 Based on FY 19 Multiplied by FAST ACT Escalation of 1.0239

FY 21 and FY 22 assume 2020 level funding per 2019-2028 NH Ten Year Transportation plan

** Constraint Limits

*** FTA Current Year Available funds and prior grant funds.

**** Resource Adjustment (Total Resource- FAST ACT Apportionment) Ex. FY19 (\$174,578,182 -\$209,942,694) = -\$42,172,499

FAST ACT	FY2019	FY2020	FY2021	FY2022
Apportionment	\$174,578,182	\$182,977,330	\$182,977,330	\$182,977,330

Redistribution is based on monthly reporting by NHDOT Bureau of Finance

Amendment 1 Financial Constraint

	2021					2022				
FUNDING SOURCES	*Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed	*Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed
	Available	Available	Available	Available	Inflated	Available	Available	Available	Available	Inflated
FHWA (Federal-Aid)										
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 2,313,631	\$ -	\$ -	\$ -	\$ -	\$ 121,657
Congestion Mitigation and Air Quality Program	\$ 15,953,107	\$ -	\$ 1,196,395.52	\$ 17,149,502	\$ 6,204,195	\$ 15,953,107	\$ -	\$ -	\$ 15,953,107	\$ 700,000
Highway Safety Improvement Program (HSIP)	\$ 13,836,833	\$ -	\$ -	\$ 13,836,833	\$ 9,909,081	\$ 13,836,833	\$ 24,442	\$ -	\$ 13,861,275	\$ 9,909,081
National Highway System 7 Freight	\$ 75,237,561	\$ -	\$ -	\$ 75,237,561	\$ 68,447,460	\$ 75,237,561	\$ -	\$ -	\$ 75,237,561	\$ 68,704,357
OP Mot Veh/Intox	\$ 343,139	\$ -	\$ -	\$ 343,139	\$ -	\$ 343,139	\$ 18,248	\$ -	\$ 361,387	\$ -
Research Devt and Tec	\$ 1,415,126	\$ 5,932	\$ -	\$ 1,421,058	\$ -	\$ 1,415,126	\$ -	\$ 312,500	\$ 1,727,626	\$ -
Recreational Trails	\$ 3,669,689	\$ -	\$ 312,500	\$ 3,982,189	\$ 1,562,500	\$ 3,669,689	\$ -	\$ -	\$ 3,669,689	\$ 1,562,500
Redistribution	\$ 1,635,422	\$ -	\$ -	\$ 1,635,422	\$ -	\$ 1,635,422	\$ -	\$ -	\$ 1,635,422	\$ -
RL - Rail Highway	\$ 5,191,881	\$ -	\$ -	\$ 5,191,881	\$ 1,185,000	\$ 5,191,881	\$ -	\$ -	\$ 5,191,881	\$ 1,185,000
Safe Routes to School	\$ 602,454	\$ -	\$ -	\$ 602,454	\$ -	\$ 602,454	\$ -	\$ -	\$ 602,454	\$ -
STP-5 to 200K	\$ 8,401,868	\$ -	\$ 36,092.64	\$ 8,437,961	\$ 8,415,002	\$ 8,401,868	\$ -	\$ 115,992	\$ 8,517,861	\$ 8,196,825
STP-Areas Less Than 200K	\$ -	\$ -	\$ 307,650.00	\$ 307,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Over 200K	\$ 6,142,362	\$ -	\$ -	\$ 6,142,362	\$ 6,214,562	\$ 6,142,362	\$ -	\$ -	\$ 6,142,362	\$ 95,000
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Enhancement	\$ 217,693	\$ -	\$ -	\$ 217,693	\$ -	\$ 217,693	\$ -	\$ -	\$ 217,693	\$ -
STP-Non Urban Areas Under 5K	\$ 10,513,894	\$ -	\$ 306,020.55	\$ 10,819,914	\$ 7,726,901	\$ 10,513,894	\$ -	\$ -	\$ 10,513,894	\$ 21,088,391
STP-Off System Bridge	\$ 10,752,536	\$ -	\$ -	\$ 10,752,536	\$ 925,452	\$ 10,752,536	\$ -	\$ -	\$ 10,752,536	\$ -
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ 64,038	\$ -	\$ -	\$ 64,038	\$ -	\$ 64,038	\$ -	\$ 1,125,000	\$ 1,189,038	\$ 340,000
STP-State Flexible	\$ 54,195,670	\$ -	\$ 1,161,302.63	\$ 55,356,973	\$ 75,676,392	\$ 54,195,670	\$ -	\$ 638,400	\$ 54,834,070	\$ 70,437,068
TAP - Transportation Alternatives	\$ 6,787,051	\$ -	\$ 946,954.18	\$ 7,734,005	\$ 4,734,771	\$ 6,787,051	\$ -	\$ -	\$ 6,787,051	\$ 3,192,000
GRAND TOTAL	\$ 214,960,325	\$ 5,932	\$ 4,266,916	\$ 219,233,172	\$ 193,409,946	\$ 214,960,325	\$ 42,690	\$ 2,191,892	\$ 217,194,908	\$ 185,531,878
ADJUSTMENTS										
NHPP Exempt	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -
Highway Infra Bridge Replace	\$ 12,700,000	\$ -	\$ -	\$ 12,700,000	\$ -	\$ 4,240,000	\$ -	\$ -	\$ 4,240,000	\$ -
Recovered Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Resource Adjustment****	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(Total Resource- FAST ACT Apportionment)	\$ (31,982,995)	\$ -	\$ -	\$ (31,982,995)	\$ -	\$ (31,982,995)	\$ -	\$ -	\$ (31,982,995)	\$ -
ADJUSTED TOTAL	\$ 198,189,629	\$ 5,932	\$ 4,266,916	\$ 202,462,476	\$ 193,409,946	\$ 189,729,629	\$ 42,690	\$ 2,191,892	\$ 191,964,212	\$ 185,531,878
FHWA (Other Funds)										
TIFIA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Old App Codes (Q,H & L)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ 643,248	\$ -	\$ -	\$ 643,248	\$ -	\$ 643,248	\$ -	\$ -	\$ 643,248	\$ -
NSTI National Summer Transportation Institute	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000
FHWA Earmarks	\$ 2,965,470	\$ -	\$ 741,368	\$ 3,706,838	\$ 3,706,838	\$ -	\$ -	\$ -	\$ -	\$ -
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
GRAND TOTAL	\$ 3,878,718	\$ 25,000	\$ 741,368	\$ 4,645,086	\$ 4,001,838	\$ 913,248	\$ 25,000	\$ -	\$ 938,248	\$ 295,000
ALL FHWA FUNDS TOTAL	\$ 202,068,347	\$ 30,932	\$ 5,008,283	\$ 207,107,561	\$ 197,411,783	\$ 190,642,877	\$ 67,690	\$ 2,191,892	\$ 192,902,460	\$ 185,826,878
FTA (Federal-Aid with Match)***										
FTAS307	\$ 6,332,556	\$ -	\$ -	\$ 6,332,556	\$ 6,459,207	\$ 6,459,207	\$ -	\$ -	\$ 6,459,207	\$ -
FTAS307- NHDOT	\$ 2,936,659	\$ -	\$ -	\$ 2,936,659	\$ 3,751,252	\$ 2,995,392	\$ -	\$ -	\$ 2,995,392	\$ 3,825,643
FTAS310 (includes future STP-Flex transfers)	\$ 1,869,947	\$ -	\$ 279,920	\$ 2,149,867	\$ 1,399,560	\$ 1,891,346	\$ -	\$ 289,518	\$ 2,180,864	\$ 1,447,592
FTAS311	\$ 4,735,726	\$ -	\$ 4,468,550	\$ 9,204,276	\$ 8,937,099	\$ 4,830,440	\$ -	\$ 4,557,921	\$ 9,388,361	\$ 9,115,841
FTAS339	\$ 4,168,911	\$ -	\$ 1,109,303	\$ 5,278,214	\$ 5,546,514	\$ 4,252,289	\$ -	\$ 1,131,489	\$ 5,383,778	\$ 5,657,444
Prior Year Carry Over	\$ 845,355	\$ -	\$ -	\$ 845,355	\$ -	\$ 845,355	\$ -	\$ -	\$ 845,355	\$ -
GRAND TOTAL	\$ 20,889,154	\$ -	\$ 5,857,773	\$ 26,746,927	\$ 19,634,425	\$ 21,274,029	\$ -	\$ 5,978,928	\$ 27,252,957	\$ 20,046,520
FHWA/FTA FUNDS TOTAL	\$ 222,957,501	\$ 30,932	\$ 10,866,056	\$ 233,854,488	\$ 217,046,208	\$ 211,916,906	\$ 67,690	\$ 8,170,820	\$ 220,155,417	\$ 205,873,398
INNOVATED FINANCING										
GARVEE Bond Future Funds (Est)	\$ -	\$ 14,803,400	\$ -	\$ 14,803,400	\$ 14,803,400	\$ -	\$ 16,468,678	\$ -	\$ 16,468,678	\$ 16,468,678
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Fund Sources	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Capital	\$ -	\$ 55,901,780	\$ -	\$ 55,901,780	\$ 55,901,780	\$ -	\$ 39,655,662	\$ -	\$ 39,655,662	\$ 39,655,662
Turnpike Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Replacement	\$ -	\$ 714,157	\$ -	\$ 714,157	\$ 714,157	\$ -	\$ 714,157	\$ -	\$ 714,157	\$ 714,157
GRAND TOTAL	\$ -	\$ 71,419,337	\$ -	\$ 71,419,337	\$ 71,419,337	\$ -	\$ 56,838,497	\$ -	\$ 56,838,497	\$ 56,838,497
ALL FUNDING SOURCES TOTAL	\$ 222,957,501	\$ 71,450,269	\$ 10,866,056	\$ 305,273,825	\$ 288,465,545	\$ 211,916,906	\$ 56,906,187	\$ 8,170,820	\$ 276,993,914	\$ 262,711,895

* Federal Resources for FY 2019 based on Apportioned Funds from Status of Funds 5/13/2019.

FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.0239

FY 21 and FY 22 assume 2020 level funding per 2019-2028 NH Ten Year Transportation plan

** Constraint Limits

*** FTA Current Year Available funds and prior grant funds.

**** Resource Adjustment (Total Resource- FAST ACT Apportionment) Ex: FY19 (\$174,578,182 -\$216,750,681) = - \$42,172,499

FAST ACT Apportionment	FY2019	FY2020	FY2021	FY2022
	\$174,578,182	\$182,977,330	\$182,977,330	\$182,977,330

Redistribution is based on monthly reporting by NHDOT Bureau of Finance